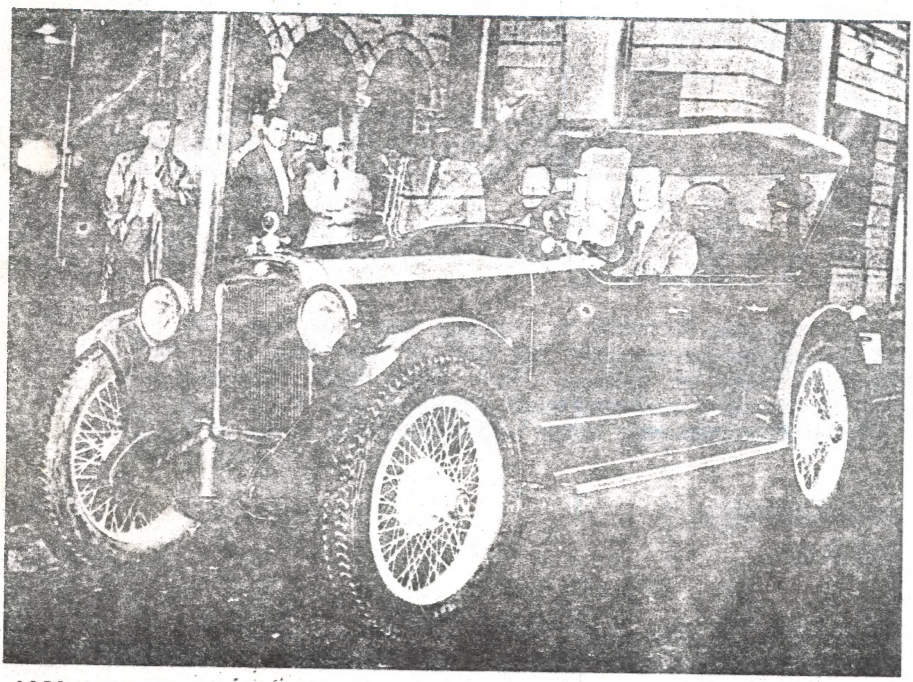
# THE N.Z. TRIANGLE

"Dedicated to preserving the great cars built by Hudson"

Issue No. 130 Jan.- Feb. 1987.



1920 NASH, Model 687--This four-passenger "sport" model, restored by John Fauth (at the wheel) of Flint, Mich., participated in the 1950 Glidden Tour. It was finished in Palmette green, with white wheels.

Registered at Post Office Headquarters, Wellington as a Magazine

## RESIDENT'S REPORT

HI-THERE folks! I hope you all had a pleasant break over the Holiday Period and are ready to face the problems which may confront us in 1987.

At this time of the year, it is difficult to find something interesting to write about, but I would like to ask those members who live within 100 miles of Pukekohe to make a special effort to bring your H-E-T cars to the Swap Meet on the Sunday, so that people are aware of the existence of our Club.

Just this week, Dick Andrews told me he had been speaking to a man in Ngaruawahia who has five Essexes and had never heard of our Club. While we were at Whitianga, David Zam told us that a six-bladed plastic fan from a Nissan Diesel Ute (SD22, 620 or 720) will bolt straight on and I suspect the later Hillman Hunter fan would also prove suitable. These fans lower the running temperature of the motor if you are having over-heating problems, but it would be advisable to try the local car wreckers first as new ones are around $120.00.

On the local scene, James Haddock has a W.O.F. for his car after we spent a day wiring up his Essex, so he will be clocking up some miles, while Des Nicholson has been doing several small jobs on his Jet. I have been told that Brett Rossiter has been making good progress on his 1928 Hudson and also attending panel beating classes at the local Technical Institute.

I am looking forward to seeing many of you and your cars at Pukekohe on Sunday 1st March. By the way, did you see the T.V. News on Boxing Day? Some lucky people are given an Essex for a Christmas present and it was a nice one! It is good to see some important happenings on T.V.

Yours Essexly

Ron Tuck.

THE WHITIANGA WANDER

For some time we had promised Ben Morice that we would spend a weekend at Whitianga. Well, on 22nd November it was "all on." We had contacted all those members who we thought would be interested and most of these arrived on the Friday afternoon and evening, all with tales of small troubles on the way and one gentleman declared "the last thing I wanted to do was to arrive at the camping ground on the end of a tow rope."

The Auckland contingent, consisting of the Andrews, Chris Taylors and Zams, came via the coast road to Thames and were the first to arrive. However, after a barbeque meal and much hilarity, we were just about to turn in for the night, when Selwyn Norman arrived with no lights.

Saturday morning was spent sight-seeing and carrying out the odd minor adjustments to some of the cars. In the afternoon, Ben had arranged with the Senior Citizens to have a short excursion for them in the "old cars", which they thoroughly enjoyed and appreciated. After this it was down to the local garage where all the cars were lined up, many photos taken and the cars were judged. (I am not sure for what, but David and Catherine Zam's 1929 Essex coupe was judged the best car.)

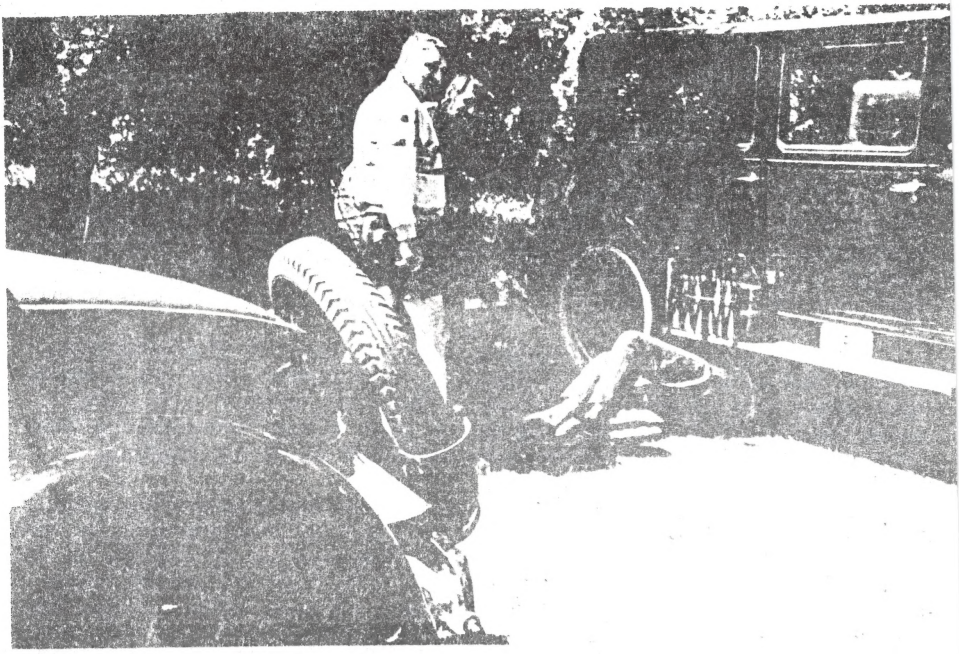
Earlier on, Ben had promised us a feast of fresh fish, but rough seas ruled this out, so we did the next best thing - we sent James Haddock down to the shop for a huge supply of fish and chips to go with our BBQ tea and then we all sat around the camp fire until the wee small hours.

Sunday morning saw some members take off bright and early for other parts of the Coromandel Peninsula and several stayed on for a few extra days. Those present agreed to do the trip again next year (1987), the second weekend in November, so pencil this date on your calendars now.

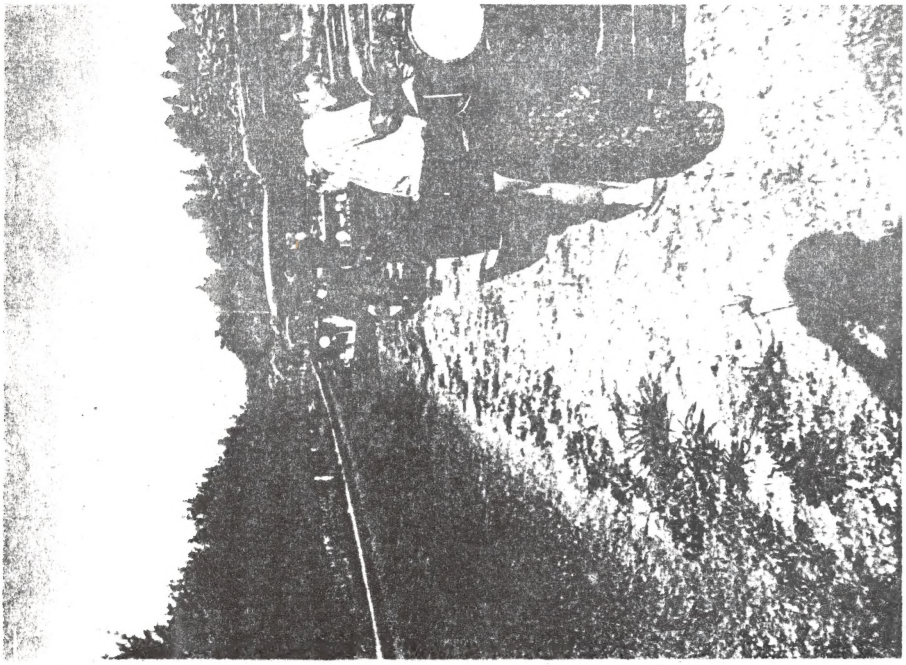
Thankyou Ben, for a great weekend.

Yours Essexly

Ron Tuck.



Chris Taylor adjusting his rear wheel brakes.



Jack Nilson, vacuum tank problems.
Specs from Whittaker Wonder

Selwyn Norman, David Zam and Chris Taylor engaged in a very technical discussion?

MANAWATU MEANDERINGS.

Well Folks, it's been so long since I put pen to paper that I've just about forgotten what to do and what a few months it has been. Going back to November, Mark's mother died tragically in a motor accident and the same week-end the Haycocks had organised a local get-together. Fortunately, I was able to put in an appearance before leaving for Taupo to be with Mark, and time enough to meet our new members who were gleaned on the whole from the sale of the late Bill Olson's vehicles. Anyway, I believe that everyone had a very enjoyable afternoon, with a short drive and lots of talk on the mysteries of straight line navigation.

Since then we have had several outings and I'm pleased to say that the Hudson turn-out in our area has increased with Anne and the late Leon Cromarty's 1929 Hudson beautifully restored and driven by Keith Bing. The last rally we attended started off with the breaking of the drought and pouring rain but this was short lived and the weather soon cleared up. Apparently I'm not the only one to make an error in setting out the navigation instructions for a rally as there were road works and a short stretch of new road had created two left turns where there shouldn't have been any. As a result we lost a lot of time trying to make the instructions work, before carrying on where we left off. Lunch stop was at the Waireka Estate, a homestead on the banks of the Wanganui River, a very pleasant and relaxing place, apart from the cannon firing, that is - the horse across the road certainly knew what was coming:

Our Hudson has had little attention lately (touch wood), it gets the dust washed off hurriedly if it's lucky. Dick Haycock can take his Essex apart blindfolded now, in the hunt for the elusive rattle. After suffering a collapsed main bearing and seized piston, he had the relevant bits attended to by the engine reconditioners and after waiting nearly six months, the car was finally re-assembled only to find it still has an un-accounted for extra noise although it seems to be motoring O.K.

However, after a break of a couple of days it's back to the saga of the Essex again and this time has developed a Very Loud Noise, so today (Sunday), it's back to removing the sump again to re-check the bearings and it was finally discovered that an oil pipe was sucking air past the point where there was enough pressure for the gauge to show a normal reading, hence the bearings were being starved of oil. At the same time another problem was discovered, namely the studs that hold the bearing shells into the engine block had become loose. (The Essex has since been called a lot of names, not the least being Mickey Mouse). After tightening the bearings again it is now running once more - at least until next week end and the next crop of problems arise.

Finally, for those still reading, I must welcome all those new members who are probably wondering when they are going to get their first issue of the Club magazine.:

Hudsonly yours,

Karen Spackman.

FROM THE EDITOR'S DESK

Once again the Festive Season has been and gone and it is almost unbelievable that one month of this year has gone already. I trust that all Members and their families had a very happy holiday period and the weather was really ideal unless you were a farmer praying for rain.

At this point I would like to make reference to our H-E-T calendar which was produced by Geoff Clark who must have spent countless hours in the preparation of this excellent publication. Most Members would have received their copies before Christmas and the only ones who did not receive same were those who have not paid their subs for the current year. As at 30th November, the total unpaid amounted to 36 names, which figure is 20% of our membership and not a very good effort.

I cannot understand why we have so many unfinancial members seven months after the subs are due and every year seems to be the same. Is it carelessness or a "don't care" attitude, or is it due to the economic climate plus the fact that in many instances our Club Members belong also to the V.C.C. of N.Z. and perhaps find it a financial struggle to retain membership of both Clubs?

Whatever it is, it does not assist the Club finances and makes a lot of extra work for the Secretary-Treasurer and Editor.

Yours Essexly

Colin Taylor

ANOTHER "ONCE UPON A TIME" STORY

Once upon a time, some people were sharing a meal (no; we were not eating from each other's plates) at a Hotel in Fairlie, a small country town in South Canterbury.

This function was held after a long, back country rally, during which one of the meal-eaters had ended up on a tow rope - well it was his car that actually ended up on the rope, a feat that was to be repeated again before he arrived home. During a discussion at the table concerning this problem, the owner of the car stated publicly and in front of witnesses that he must do a "write up" on its acquisition, restoration and break-downs etc., for the Triangle.

This statement was made at approximately 6.30 pm. on Sunday 1st June 1986 in the dining room of the Hotel Fairlie, the make of car - Essex and the owner's name - Graham. Do you remember making this statement Graham?, and also how you said you would mention the "dry" clutch and how it had let you down. Now I don't want everyone to jump to conclusions as it wasn't Graham Shaskey's Essex which was the subject of discussion although his car was on the same run. His only needed a short tow (actually, for next year's run we will probably issue to the "back up" crew, a special "reserved for Essex" tow rope) earlier in the day as its problem arose when he stopped to let Kay climb aboard after shutting a gate. This was quite decent of Graham as there were other gates to come and opening and closing them, after all, is a woman's job, isn't it? Of course it is - especially if the ground is wet and muddy!

It was just that the Essex suffered from a sudden weight distribution problem but it was soon motoring again, no doubt the fault was a manufacturing one. Actually, this vehicle and its crew motored to distinction recently on another back country run when they were the only ones who did not have problems at the worst river crossing, thanks to 23 inch wheels and a set of radiator shutters in working order, or so they claimed.

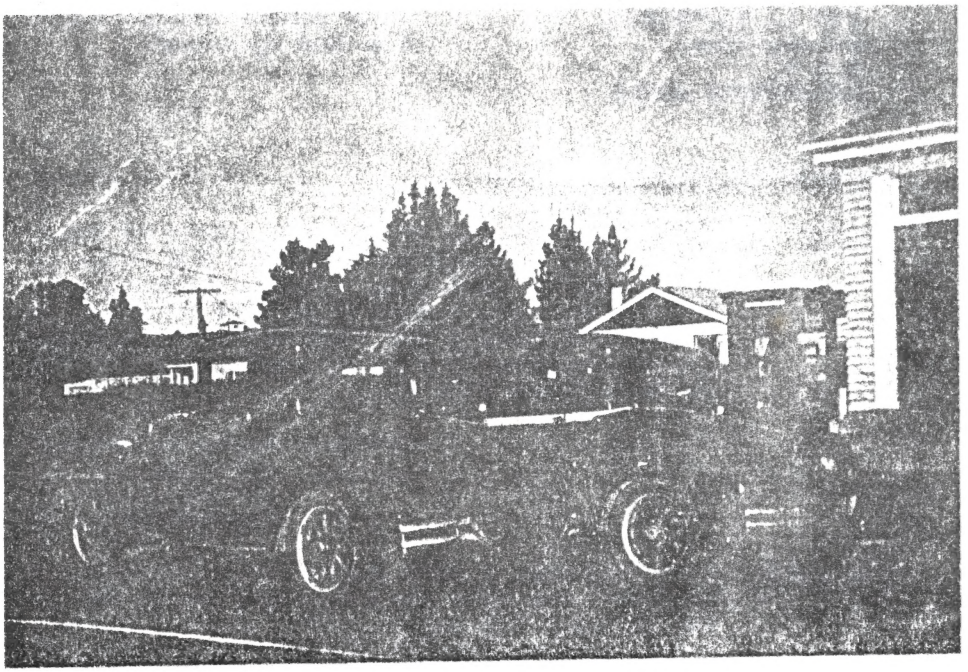
The afore-mentioned Essex is actually a Blue and Black Coupe and I have not seen either the car or driver for some time, hence the reminder. When last spoken to, Graham had just replaced the clutch with yet another dry one (Prohibition has really hit that part of Town!) Maybe, it too, has sheared its centre and left him stranded in the middle of Nowhere! He has probably written the promised report but just can't get it posted. Where art thou, Graham K.?

STOP PRESS I have actually just spoken to the man in question and he is now back in town, and "believe it or not" the car in question has done the same thing to yet another dry clutch plate, (must be a message in there somewhere) but this time the breakdown occurred outside the Flock Hill Station on the way to the Coast.

Has this car now in fact been towed as far as it has been driven and will the special "reserved for Essexes" tow rope be needed again? Stay tuned for the real facts in the forth-coming report!

Canterbury Branch Report.

Honorary Scribe, Brian Miller.



Brian Miller's & Graham King's 1930 Essex Coupes returning from the 1986 Irishman's Rally.

WELCOME TO NEW MEMBERS.

A very hearty welcome is extended to the following new members and we sincerely hope they will call on the experience and "Know How" of Club members, should they have any problems with their vehicles or the restoration of same.

| | |
|---|---|
| Mark Ealam,<br>69 New Brighton Road,<br>CHRISTCHURCH. | 1936 Terraplane Sedan.<br>1/3 Restored, Driveable. |
| Richard H. Meads,<br>P.O. Box 448,<br>(511 Ferguson St.,)<br>PALMERSTON NORTH. | 1938 Hudson 112 Coupe. |
| Jim A. Northcott,<br>Milson Line,<br>R.D.8,<br>PALMERSTON NORTH. | 1936 Hudson Custom Eight.<br>(Ex M&K Spackman) |

CLASSIFIED ADVERTISEMENTS.

WANTED Hornet 308 motor, complete or parts of same. Can deal a running 262 motor or 232 motor if required. I need also 16 inch, 5 stud, wire wheels for 1934 Hudson Eight and 21 inch, centre lock, wire wheels for 1925 Hudson plus a clutch thrust bearing (N.O.S. or good used) for Hudson or Terraplane 1934 on.

Contact Brian V. Miller
Bay Road
Oxford
CANTERBURY

FOR SALE I am wrecking a 1928 Essex Coupe which has been "trucked" and have the following parts available but no rear end parts. Body panels, all $5.00 each. Motor (seized) $15.00. Front end, with wheels (poor condition) $10.00. Replies (with stamped addressed envelope) to:-

Brian V. Miller
Bay Road
Oxford
CANTERBURY

## CLASSIFIED ADVERTISEMENTS

**FOR SALE** I will have available shortly 5 only Head Gaskets for 1927 Essex and 5 only for 1930 Essex. These are priced at $45.00 each plus packing and postage of $2.50 each.

Contact R. Andrews
358 Glenvar Road
Torbay
AUCKLAND 10
Phone 403-9363.

**WANTED** External brake bands for 1927 Essex. Also, I have For Sale or Swap a honey-comb radiator in good condition to suit 1928 or 1929 Essex plus a diff. with a 4.7 to 1 ratio from an early Essex.

Contact Chris Taylor
20 Cheam Place
Pakuranga
AUCKLAND
Phone 563-221.

**WANTED** I require for my 1929 Essex Coupe the following parts:- Horn button surround, light switch, carburettor, bonnet clip and R.H. locking door handle. I am prepared to buy or swap for these parts.

Contact Tony Sculpher
30 Glamorgan Ave
TAMATEA
NAPIER

**WANTED** I have sold my Hudson Terraplane and I am now the owner of a 1939 Nash LaFayette and a 1951 Nash Ambassador. For the Ambassador I require various spares including a motor and if any member can assist with parts or knows the where-abouts of same, it would be appreciated if he would get in touch with me.

Contact Robert Furfie,
16 Opapa St.,
TITAHI BAY.
Phone 368-719 W'ngtn.

A HUDSON REBORN By Geoff Clark.

This saga actually began about 15 years ago, not long after I finished the restoration of my 1929 Hudson Super Six. Whilst getting petrol in town a salesman from the adjoining car yard came rushing over and informed me that he had a similar car up North, and was bringing it to Nelson shortly. I take such things with a pinch of salt, but in fact it did turn up eventually, and turned out to be a 1928 Hudson Landau Sedan, with the short body on the long wheelbase chassis.

I was invited to go and have a look, and asked if I could do some work to get it driveable, as it had been A-framed to Nelson. Well, the engine appeared to be seized, but in fact it turned out to be the water pump shaft frozen in its bearings, which caused the very worn timing chain to jump a few teeth. Having got this sorted out, with a replacement chain, we eventually got some spark at the coil, and a tin of petrol to the carb, and got it fired up. Oh Dear!! Most un-Hudsonlike. Not nice at all, with heavy rumbling, much smoke, and very bad vibrations. I intimated that there was no way the car could be got going properly without major surgery. Well, that was it for quite some time. I carried on with other things, but from time to time we operated on the carburettor, starter, generator, distributor etc., and the owner built up the water pump shaft with bronze and filed it off. More about that later. We also obtained a couple of spare engines, of which one could write much about the details of procuration!

Anyway a few years later, I finished up with a Hudson engine in my garage, with the agreement that we would get cracking and strip it down and rebuild. That was okay for a few weeks, until the engine was in myriad pieces, then a prolonged absence of owner. Meantime I obtained new head gasket, found a set of Land Rover pistons which would do the job, sorted out the best rods, shafts, valves etc.

A point of interest came to light at this stage. When the engine was dismantled it was discovered that Rods 1 and 5 were out of an earlier model engine. In 1928 the rods were considerable lightened, with the babbit being run directly into the rod, thus eliminating the former bronze shell, and heavy cross section. These rods were three quarters of a pound lighter than the former design, so you can imagine the vibration which was going on internally. The cylinders were worn badly, valves all burnt, and guides worn.

When the necessary cash and enthusiasm turned up, we had the cylinders bored, refaced the valves, fitted the crankshaft and bearings, and got as far as fitting the rings

to the pistons, when the owner disappeared again. Eventually I got tired of tripping over this particularly large piece of merchandise, so I assembled the engine (after a period of years had elapsed), and told him to come and get it. At this stage I did not have the tappet covers or oil sump, and believe it or not, the engine then stood in a lean-to for a couple of years exposed to the elements without any coverage. The Hudson had been languishing in the lean-to, on flat tyres during this time. Numerous offers to buy the Hudson had been made from time to time by various people, but were all refused.

Early this year the Hudson got shifted to the car yard, so it could be worked on, but I got a ring in July to say that the car was for sale for $5000, as he had lost interest in it, and could I find a buyer.

I notified the Editor of the N.Z. Hudson Essex Terraplane Club to put an advert. in the next issue, and Richard Glasson of Auckland rang me asking details, and arranged to buy the car, sight unseen. Richard is a Hudson enthusiast of long standing, having had a 1930 Essex, 1935 Terraplane, 1939 Hudson Coupe, and various others in the usual basket-case variety. Over the phone we made arrangements for me to assist Richard to get the car mobile so he could drive it back to Auckland.

Upon arrival, we first of all picked up the engine, and took it down to Forklift Services, and borrowed Gordon's spray cleaner, and Richard spent the afternoon spraying diesel and solvent over and through the motor to clean out the accumulated grit and dirt. Then we brought the car down also, and got busy with the water blaster and got rid of the years of accumulated road grime from the chassis and bulkhead.

That night, and next day we spent assembling sump, timing cover, tappet covers, distributor, manifold, carby etc., and much running into town to get gasket materials, oil, battery etc. Next day we installed the engine, gearbox, clutch, radiator.

A major job was to try and sort out the wiring, and we gave up and tore it all out in the finish. I have never seen such a dog's breakfast! Whoever had owned the car in the past must have worked for the N.Z.E.D. Never have I seen so many relays, cut-outs, terminal blocks, switches, junction blocks, and general junk, and all screwed into thick blocks of red fibre board. We just wired up temporary new wiring for ignition, lights and horn.

Now remember, this motor had been assembled years before, and never been turned over. Upon connection of a

6v battery the starter just grunted! So, in goes a 12. This just barely turned the engine over, but it did turn! So, connect up a petrol tin, turn it on, and engage the starter. After several torturous tries the starter motor started smoking, so we had a spell. Richard decided it was time to attend to Nature's calling, and while he was thus engaged I decided to have another try, and presto! it burst into life. Never have I seen someone pinch off and pull pants up so quickly and come bursting out the toilet door in such a hurry!!

Well, it seemed to run okay. Oil pressure good, no knocks, adjust carb a little, and leave at a fast idle until it nipped up. Repeat this a few times until it runs without seizing, so leave it till it warms up thoroughly, then turn off, adjust tappets and tighten head, fit tappet cover, and discover huge leaks in water outlet pipe and pump. Try tightening glands, but no good, so to to town and get some Garlock and repack pump, but even this was not successful. The building up with bronze mentioned earlier was not done properly, and obviously the pump shaft was out of round and impossible to seal. The outlet pipe we bound up with friction tape. Otherwise, the engine ran beautifully, absolutely vibrationless and extremely quiet, and when we road tested, the power quite remarkable. The exhaust pipe was badly rotted out, but we decided there was not enough time to renew this. The petrol tank was also rotted out, so we obtained a 12 gallon drum, put it in the back floor, and ran a plastic pipe to a 6v pump to the carby and this worked fine.

Saturday morning dawned, and Richard was returning that afternoon, so we changed all the perished tyres with new 6.50 x 19's which he had brought down with him. This was no easy task either, as a couple of the rims were badly egg-shaped. One so badly that it was a major job getting it off the wheel.

Then, on checking the oil, I discovered that it had gone milky. Horrors! Where is the oil getting water mixed with it?? Thoughts flashed through my mind of cracked block, pinholes in the oversize bores, leaking head gasket, internal frost plugs etc. etc. Only one thing for it, whip the sump off and have a look. With the car over the pit this only takes 10 minutes, so left it over lunch time and then had a good look with the trouble lamp. Not a sign of water dribbling internally, so we surmise it must have come in through the oil filler, when the water outlet pipe was leaking, thus dribbling down the side of the motor. Button it all back, with a fresh change of oil, a tin of petrol, a container of water and off he went.

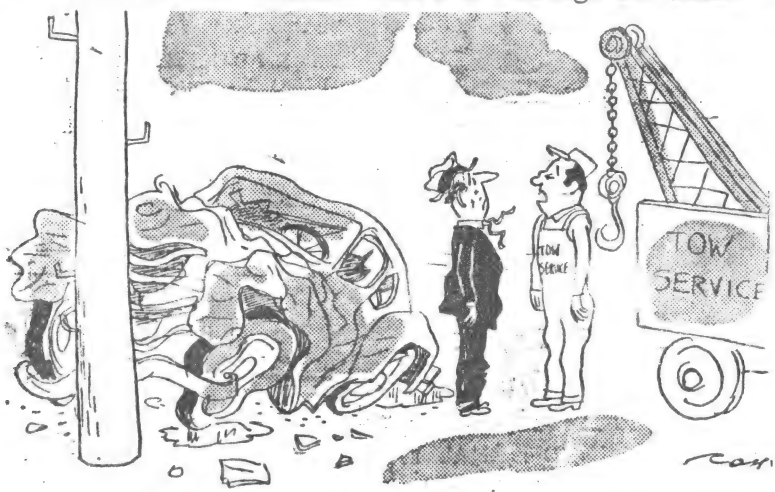
I followed behind in my own Hudson as far as the Whangamoa Saddle. Not a trace of smoke or fumes, sits

nicely at 40 m.p.h. and climbs hills like a mountain goat! I couldn't keep up with him on the Whangamoa. Stopped at the top to fill up with water and tighten (futilely) the pump glands, and so goodbye. He was booked on the 5.40 Ferry, and had two hours to get to Picton, and was driving to Auckland on Sunday.

I just had to ring on Monday evening to see how he got on. The Hudson performed brilliantly all the way, though he was about gassed by the time he got home with exhaust fumes. Top gear all the way, and as the engine freed up it ran better and better. Even had a traffic cop escort through two towns! Only major disaster narrowly averted was when he smelt something hot and discovered he was on fire! Seems a bit of loose upholstery was hanging down over a hole in the exhaust system and caught fire, and was licking up around the petrol drum! A frantic throwout of all the junk in the back seat, and a quick dowse with water. Just as well the pump was leaking and he had plenty with him.

I was sorry to see the car leave the district, but at the same time glad that it will now get restored and used. Richard's wife and children are really rapt with it. Also pleasing to see the fruits of one's labour. This is a rare car and should bring much pleasure to Richard and his family.

Unfortunately we do see quite a bit of this type of thing in the vintage movement, of people starting to do a car up, then losing interest. The sad thing is that so many cars never seem to see the light of day again. Or else the other fraternity get hold of them and mongrelise with modern componentry. Still, I suppose if everyone kept their old cars we wouldn't have a vintage movement would we?



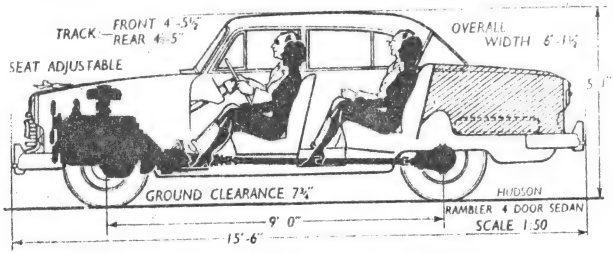

*"Any particular junk yard you want it towed to?"*

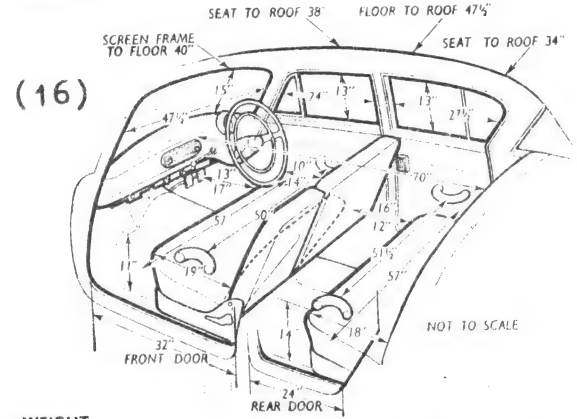
# The Motor Road Test No. 24/55

**Make:** Hudson **Type:** Rambler 4-door Sedan

**Makers:** American Motors Corporation, Detroit 32, Michigan, U.S.A.

*British Concessionaires: Hudson Motors Ltd., Great West Road, London, W.4.*




## Test Data

**CONDITIONS.** *Warm, dry weather with light breeze. (Temperature 58°-70° F., Barometer 29.8-30.0 in.). Smooth tarred road surface. Standard (non-premium) grade petrol.*

### INSTRUMENTS

| | |
|---|---|
| Speedometer at 30 m.p.h. | 14% fast |
| Speedometer at 60 m.p.h. | 8% fast |
| Distance recorder | 5% fast |

### MAXIMUM SPEEDS

| | |
|---|---|
| **Flying Quarter Mile (Overdrive)** | |
| Mean of four opposite runs | 85.7 m.p.h. |
| Best time equals | 87.4 m.p.h. |
| **Speed in gears** | |
| Max. speed in 3rd gear | 80 m.p.h. |
| Max. speed in overdrive 2nd gear | 72 m.p.h. |
| Max. speed in 2nd gear | 51 m.p.h. |

### FUEL CONSUMPTION

39.5 m.p.g. at constant 30 m.p.h.
35.0 m.p.g. at constant 40 m.p.h.
30.5 m.p.g. at constant 50 m.p.h.
26.5 m.p.g. at constant 60 m.p.h.
22.5 m.p.g. at constant 70 m.p.h.

Overall consumption for 1,012 miles, 43¼ gallons, = 23.1 m.p.g. (12.2 litres/100 km.)
Fuel tank capacity 16½ gallons.

### ACCELERATION TIMES Through Gears

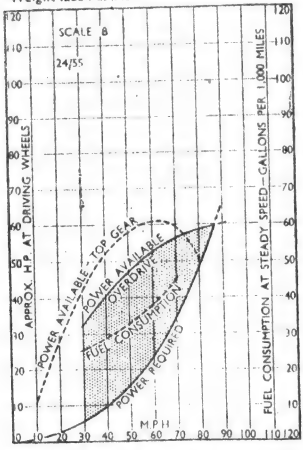
| | |
|---|---|
| 0-30 m.p.h. | 5.2 sec. |
| 0-40 m.p.h. | 7.8 sec. |
| 0-50 m.p.h. | 12.3 sec. |
| 0-60 m.p.h. | 18.4 sec. |
| 0-70 m.p.h. | 27.0 sec. |
| Standing Quarter Mile | 21.4 sec. |

### ACCELERATION TIMES on Upper Ratios

| | Overdrive Top | Direct Top | Overdrive 2nd. | Direct 2nd. |
|---|---|---|---|---|
| 10-30 m.p.h. | — | 7.2 sec. | — | 4.6 sec. |
| 20-40 m.p.h. | — | 7.0 sec. | — | 5.0 sec. |
| 30-50 m.p.h. | 11.6 sec. | 8.1 sec. | 7.7 sec. | 7.8 sec. |
| 40-60 m.p.h. | 14.3 sec. | 10.2 sec. | 10.5 sec. | — |
| 50-70 m.p.h. | 17.9 sec. | 14.4 sec. | 16.2 sec. | — |

### WEIGHT

| | |
|---|---|
| Unladen kerb weight | 24¼ cwt. |
| Front/rear weight distribution | 56/44 |
| Weight laden as tested | 28 cwt. |



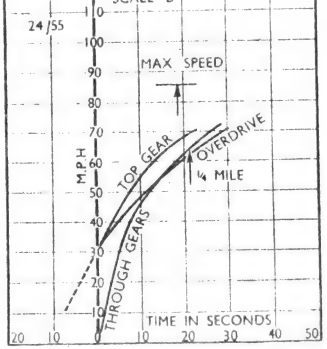

**Drag at 10 m.p.h.** 45 lb
**Drag at 60 m.p.h.** 146 lb
**Specific Fuel Consumption** when cruising at 80% of maximum speed (i.e. 68.6 m.p.h.) on level road, based on power delivered to rear wheels 0.73 pints/b.h.p./hr.

### HILL CLIMBING (At steady speeds)

| | |
|---|---|
| Max. top gear speed on 1 in 20 | 71 m.p.h. (Overdrive 68 m.p.h.) |
| Max. top gear speed on 1 in 15 | 67 m.p.h. (Overdrive 59 m.p.h.) |
| Max. top gear speed on 1 in 11 | 56 m.p.h. |
| Max. gradient on overdrive top gear | 1 in 10.1 (Tapley 220 lb./ton) |
| Max. gradient on top gear | 1 in 6.5 (Tapley 340 lb./ton) |
| Max. gradient on overdrive 2nd gear | 1 in 6.9 (Tapley 320 lb./ton) |
| Max. gradient on 2nd gear | 1 in 4.4 (Tapley 500 lb./ton) |

### BRAKES at 30 m.p.h.

| | |
|---|---|
| 0.97g retardation | (= 31 ft. stopping distance) with 120 lb. pedal pressure |
| 0.89g retardation | (= 34 ft. stopping distance) with 100 lb. pedal pressure |
| 0.65g retardation | (= 46½ ft. stopping distance) with 75 lb. pedal pressure |
| 0.47g retardation | (= 64 ft. stopping distance) with 50 lb. pedal pressure |
| 0.27g retardation | (= 111 ft. stopping distance) with 25 lb. pedal pressure |




## Maintenance

**Sump:** 6½ pints, S.A.E. 20. **Gearbox:** 1½ pints, S.A.E. 90, plus overdrive, 1 pint. **Rear axle:** 2½ pints, S.A.E. 90, Hypoy. **Steering gear:** ½ pint, S.A.E. 90 E.P. **Radiator:** 18½ pints (1 drain tap). **Chassis lubrication:** By grease gun every 1,000 miles to 18 points. **Ignition timing:** 4° A.T.D.C. (Timing mark on vibration damper). **Spark plug gap:** 0.030". **Contact breaker gap:** 0.018"-0.024". **Valve timing:** Inlet valve opens 10° B.T.D.C. Inlet valve closes 58° A.B.D.C. Exhaust valve opens 49° B.B.D.C. Exhaust valve closes 19° A.T.D.C. **Tappet clearances:** (Cold). Inlet 0.016". Exhaust 0.018". **Front wheel toe-in:** ⅛ in. to ¼ in. **Camber angle:** ¼° to ¾° Positive (½° desired). **Castor angle:** ½° to 1½° (1° desired). **Tyre pressures:** Front and rear 24 lb. **Brake fluid:** Lockheed. **Battery:** Auto-Lite 1M-100, 6-volt. **Lamp bulbs:** Tail light element 3CP/6-8 volt; Stop and directional element 21CP/6-8 volt; Number plate light 3CP/6-8 volt; Headlamp sealed beam unit type (G.E.USA) 4032; Side lamp element 3CP/6-8 volt.

Ref. US/33/55.

# The Hudson Rambler

## Six Seats in American-style Comfort

THE SMALL CAR in America, except for those models imported from Europe, is not only a rarity, but despite periodic attempts by manufacturers in that country to establish themselves in the small car field shows every prospect of becoming rarer than ever. The Hudson Rambler, lineal descendant of the Nash Rambler tested by *The Motor* four years ago, before Hudson and Nash combined as the American Motors Corporation, is an excellent case in point.

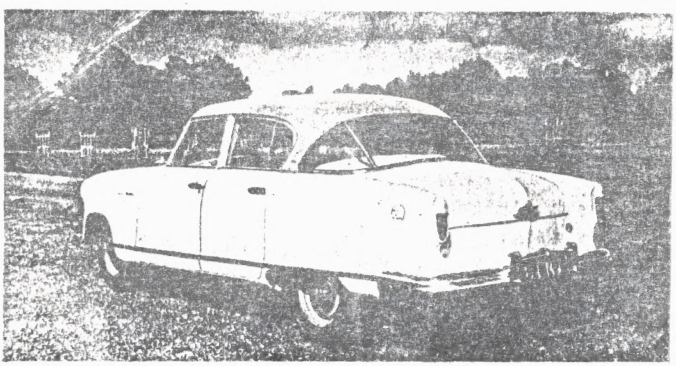
The then new two-door saloon, with its 8-ft. 4-in. wheelbase and unladen weight of 23 cwt., has become a four-door model weighing 24¼ cwt., with a wheelbase 6 in. longer. The capacity of the engine has been increased from 2,830 c.c. to 3,205 c.c. and maximum speed and acceleration are improved, while fuel consumption remains little affected. The quoted power output of the side-valve engine has risen from 82 b.h.p. to 90 b.h.p. Such, however, has been the parallel progress in the United States of cars of more common size that the Rambler in its home country probably occupies very much the same position as before. In accommodation and performance it must rate approximately in the category of the popular British models of just over 2 litre capacity, doing the same job but going about it in a manner entirely American.

That is to say, the Hudson has a big, "slogging" engine which requires the minimum of gear-changing; sound-deadening and suspension which do all that is possible to take the inmates' minds off the fact of their journey; a heater, a radio and many other features which make it never fun to drive, always a comfortable and practical means of transport.

Space must be the primary consideration of the British buyer of a Rambler. Within a fairly modest overall length of 15½ ft., and a width which could be reduced without apparent harm from its present 6 ft. 1⅛ ins., space has been found to accommodate six passengers comfortably, without their elbows and shoulders interlocking or their knees being bruised on the facia or under the front seat squab. There is, strangely enough, a departure from the accepted American practice in that although the windscreen is at arm's length or more from the driver, the facia is comfortably within reach and the gear lever, so far from being on a long projecting steering column, is mounted on the hooded nacelle which carries the instruments and can at times come uncomfortably close to the facia panel. The effect is one of compactness rather than spaciousness, from the driver's point of view all to the good in controlling a car which is large enough for English roads, but over which he has an excellently commanding view.

Considered as passenger transport, it is perhaps a little unkind to the Hudson to say that the seats are almost too comfortable. Deeply sprung upholstery covered in non-slippery cloth has very much the texture of a sofa, and on first acquaintance the shape feels right, yet on a long solitary run this is one of those cars in which the driver fidgets and feels that something more than friction between cloth and cloth is needed for his proper support. The car is easy to get into, and the obstruction of the transmission hump slight enough to make it no more trouble to slide across from the opposite door. For the driver, the wheel is nicely placed, the instruments easily seen and there is plenty of room around the pedals for resting either foot. The long bonnet has clearly visible wings, although the unusual amount of lateral overhang comes as a surprise and makes some practice necessary for parking close to a kerb. The windscreen is considerably curved, and the side pillars brought back to a position where they cause much reduced obstruction to vision.

Driving is a very simple matter. Starting after nights in the open during our test was instantaneous on the automatic choke, and the fast idling control could be immediately "tripped" by pressing the accelerator, without fear of stalling the engine. From then on the car would pull smoothly away with hardly perceptible hesitation, and the normal driving technique of changing quickly into the higher gears could be



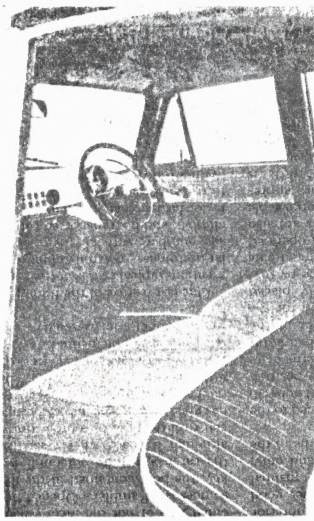
Wide enough to eliminate practically all blind spots, the Rambler's rear window is of tinted glass which proves of great benefit at night.

### In Brief

| | |
|---|---|
| Price: £1,266 plus purchase tax £528 12s. 6d. equals £1,794 12s. 6d. | |
| Capacity ... ... ... | 3,205 c.c. |
| Unladen kerb weight ... | 24¼ cwt. |
| Fuel consumption ... ... | 23.1 m.p.g. |
| Maximum speed ... ... | 85.7 m.p.h. |
| Maximum speed on 1 in 20 gradient ... ... ... | 71 m.p.h. |
| Maximum top gear gradient | 1 in 6.5 |
| Acceleration: | |
| 10-30 m.p.h. in top ... | 7.2 sec. |
| 0-50 m.p.h. through gears | 12.3 sec. |
| Gearing: 17.6 m.p.h. in top at 1,000 r.p.m. (overdrive 25.3); 62 m.p.h. at 2,500 ft. per min. piston speed (overdrive, 89 m.p.h.). | |

## The Hudson Rambler - - - Co

The Interior is streamlined and spacious, alt
items like parcel shelves and map pockets are
represented. The back of the front seat (in two
tilts back in three stages, finally making a full-
bed (*below*). Instruments and warning lights
contained in a nacelle in front of the driver
radio controls in the centre of the facia (*righ*



taken up straight away. Starting from rest, incidentally, involves only a small movement to release the parking brake by knocking sideways the handle which projects from the floor by the driver's right knee.

Gear changing in the Rambler is by a conventional, better than average, steering column control, of the three-speed gearbox with powerful synchromesh on the upper ratios. An essential part of the transmission is the automatic overdrive which has been an optional feature of numerous American cars for many years. In this case the usual pull-out knob selects either locked drive (in which the overdrive plays no part) or a range in which lifting the right foot in either second or top gear at more than about 25 m.p.h. engages the overdrive. Below this speed closing the throttle causes the car to free-wheel, an arrangement which is of special convenience in crowded streets.

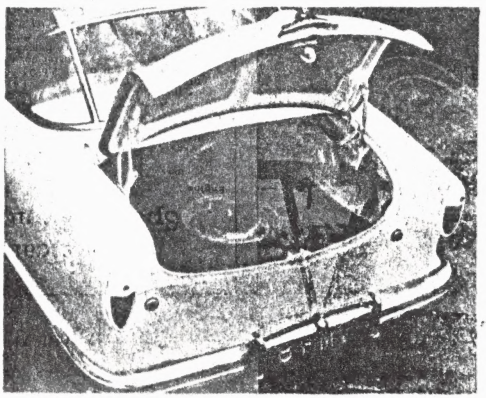
### Kick-down Gearchange

In overdrive top gear the engine will pull quite smoothly from the engagement speed upwards and acceleration in the early stages is comparable with direct top in many cars. At higher speeds its worth is most apparent in making the car one in which conversation can be carried on without effort—in which it is helped by a low level of wind noise. Some customers for the Hudson will never have occasion to use the overdrive 2nd gear ratio at all, for although a lazy driving technique for town is to start in 2nd and cruise in overdrive 2nd., the higher engine speed and double train of gears working in the transmission naturally make some unnecessary fuss. For overtaking other traffic, the "kick down" change from overdrive to direct drive operates (at full throttle) in either top or 2nd gear, direct top proving adequate for gradients as steep as 1 in 6¼.

Silence, unfortunately, is not by itself enough for fast cruising in comfort, and in spite of the mechanical ease with which the Rambler maintains any speed up to its maximum of more than 85 m.p.h. the driver on English roads rarely finds himself exceeding 70 m.p.h. for very long. Light at all speeds, the steering has very little self-centring action and a rather "detached" quality which, while effectively insulating the wheel from road shocks, is of no help in placing the car accurately upon a given path. Very pronounced understeer is such that the driver who insists on hurrying must choose his line through a corner early, and equally must have advance warning of any deviation from that line. With this proviso sharp corners can actually be taken quite surprisingly fast, and too much enthusiasm results only in slight hopping of the back wheels. On a wet road the back wheels will slide, but the slow-revving engine is a great help in controlling wheelspin. Design for more uncrowded motoring conditions is reflected in brakes with only some 86 sq. in. of lining area per ton of unladen weight, in which the self-servo action of floating shoes has been used to produce a reasonable Tapley meter performance. On the road they work well for a single crash stop but leave much to be desired when used hard several times in succession, pointing the moral that there is no simple substitute for friction lining area.

Reference was made earlier to the drawing room atmosphere which is an essential part of the Rambler in its proper role of a passenger conveyance. Silence is here as great a virtue as soft suspension, and one very much to be praised. In an odd mixture of simplicity and consideration the seats are not provided with central armrests at either front or rear, yet either part of the divided front-seat squab can be let down in three stages until, with the front bench in its extreme forward position, a single or double full-length bed is formed.

Recognizing the load of import duty and extra purchase tax which is imposed on foreign cars in the English market, the Hudson distributors have adopted the policy that a customer already paying a considerable sum will be willing to pay a little more for the complete range of amenities optionally available to the American buyer, and the specification here includes not only the overdrive unit but an interior heater, radio and windscreen



The boot is large
indeed, but the floor
is greatly obstructed
by a centrally-
mounted spare
wheel.

Longer than
year and no
wide, the Ra
is nevertheless
of a size for E
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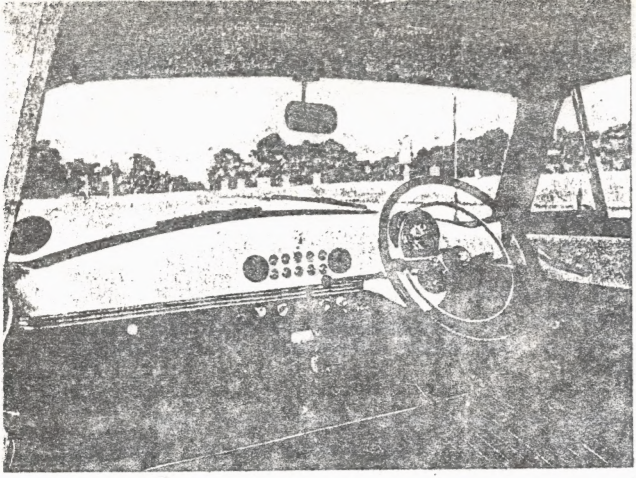
jority of Ame
cars.

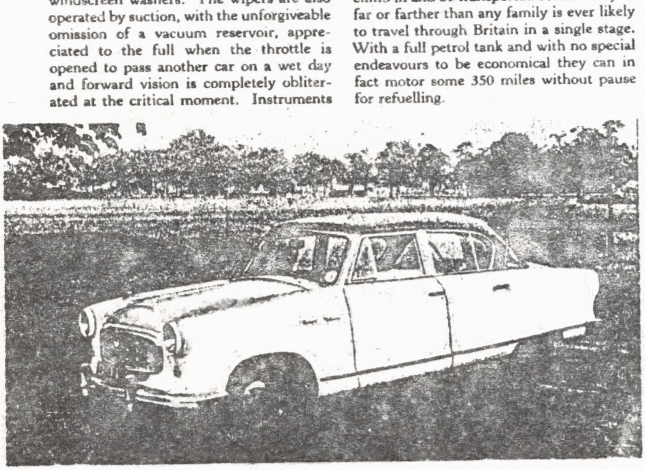


washers. The heater, as might be expected from a company which has long specialized in this kind of equipment, is both efficient and simple, a single knob being pulled out to increase the temperature to all that would ever be needed in an English winter, or twisted to control a variable-speed blower. The latter is supplementary to a fresh air supply worked by a separate adjacent knob, air being taken in from the comparatively fumeless area on top of the scuttle whence it can be fed to the interior either hot or cold. The radio gives good reception, with rather sensitive manual tuning over the medium-wave band only, its speaker concealed behind a grille in the centre of the facia.

Minor controls have been reduced to the minimum, and the only other knobs to match that for the heater are a two-position pull-out switch (with no intermediate twist) for the exterior lights, and an automatic cigar lighter. To the right of the instrument nacelle are the button for the starter and an extremely poorly placed knob which can with difficulty be twisted to turn on the windscreen wipers; in its centre is a button for vacuum-operated windscreen washers. The wipers are also operated by suction, with the unforgiveable omission of a vacuum reservoir, appreciated to the full when the throttle is opened to pass another car on a wet day and forward vision is completely obliterated at the critical moment. Instruments comprise a semi-circular speedometer with a decimal distance recorder, fuel gauge and water thermometer; oil pressure, dynamo charge and headlamp main beam are attended to by warning lights. A separate switch illuminates the panel, irrespective of whether the side and tail lamps are switched on, and the interior lamp of the car is operated either separately or by opening either front door.

Six people take a lot of luggage, and provided it is of not too inconvenient shape, so does the Rambler. Opened by separate key, the boot contained in the long tail of the car has a quite outstanding capacity, although a spare wheel fastened to the centre of the floor by a projecting wing-nut has great nuisance value. A bumper-fitting ratchet jack and wheelbrace are carried well out of the way in the wing. Inside the car a wide and deep shelf beneath the rear window is supplemented by a lockable drawer under the passengers' side of the facia.

One last feature of the Rambler deserves mention, typical as it is of the car's particular usefulness. A family of more than average number, with all their luggage, may climb in and be transported comfortably as far or farther than any family is ever likely to travel through Britain in a single stage. With a full petrol tank and with no special endeavours to be economical they can in fact motor some 350 miles without pause for refuelling.



## Mechanical Specification

**Engine**

| | |
|---|---|
| Cylinders | 6 |
| Bore | 79.4 mm. |
| Stroke | 107.9 mm. |
| Cubic capacity | 3,205 c.c. |
| Piston area | 46.0 sq. in. |
| Valves | Side |
| Compression ratio | 7.3/1 |
| Max. power | 90 b.h.p. |
| at | 3,800 r.p.m. |
| Piston speed at max b.h.p. | 2,690 ft. per min. |
| Carburetter | Carter downdraught |
| Ignition | Delco-Remy 6 volt coil |
| Sparking plugs | Autolite A-7 |
| Fuel pump | Carter mechanical |
| Oil filter | Optional |

**Transmission**

| | |
|---|---|
| Clutch | Borg & Beck s.d.p. |
| Top gear (s/m) | 4.4 (overdrive 3.08) |
| 2nd gear (s/m) | 7.16 (overdrive 5.01) |
| 1st gear | 11.47 |
| Propeller shaft | Divided open |
| Final drive | Hypoid bevel |
| Top gear m.p.h. at 1,000 r.p.m. | 17.6 (overdrive 25.2) |
| Top gear m.p.h. at 1,000 ft./min. piston speed | 24.8 (overdrive 35.6) |

**Chassis**

| | |
|---|---|
| Brakes | Lockheed hydraulic |
| | Bendix floating shoe type |
| Brake drum diameter | 9 in. front, 8 in. rear |
| Friction lining area | 104.3 sq. in. |
| Suspension: | |
| Front | Independent coil |
| Rear | Semi-elliptic leaf |
| Shock absorbers | Double-acting telescopic |
| Tyres | Goodyear tubeless 6.40—15 |

**Steering**

| | |
|---|---|
| Steering gear | Worm and roller type |
| Turning circle: | |
| Left | 35 feet |
| Right | 37½ feet |
| Turns of steering wheel, lock to lock | 3 |

**Performance factors (at laden weight as tested):**

| | |
|---|---|
| Piston area, sq. in. per ton | 32.8 |
| Brake lining area, sq. in. per ton | 74.5 |
| Specific displacement, litres per ton mile | 3,900 (overdrive 2,730) |

## Coachwork and Equipment

| | |
|---|---|
| Bumper height with car unladen: Front (max.) 21 in., (min.) 11 in. Rear (max.) 25 in., (min.) 15 in. | |
| Starting handle | No |
| Battery mounting | Alongside engine |
| Jack | Ratchet type |
| Jacking points | 4 on bumpers |
| Standard tool kit: | Jack, wheel nut brace, pliers, sparking plug spanner, shifting spanner, screwdriver. |
| Exterior | 2 head, 2 side/indicator, 2 tail/stop/indicator, number plate |
| Direction indicators | Flashers, self cancelling |
| Windscreen wipers | Vacuum operated 2-blade self-parking |
| Sun vizors | 2 universally jointed |
| Instruments: | Speedometer with non-trip decimal distance recorder, fuel gauge, water thermometer. |
| Warning lights | Oil pressure, dynamo charge, headlamp main beam |
| Locks: | |
| With ignition key: | Ignition, either front door |
| With other keys | Glove drawer, boot |
| Glove lockers | 1 |
| Map pockets | Nil |
| Parcel shelves | One behind rear seat |
| Ashtrays | 1 front, 2 rear |
| Cigar lighters | 1 on facia |
| Interior lights | Roof light with courtesy switches, panel light |
| Interior heater | Fresh air, demisting |
| Car radio | Yes |
| Extras available | None |
| Upholstery material | Cloth |
| Floor covering | Rubber |
| Exterior colours standardized | Wide range |
| Alternative body styles | 4-door station wagon |

THE NEW ZEALAND TRIANGLE is published by the N.Z. HUDSON-ESSEX-TERRAPLANE CLUB (Inc. NASH-RAMBLER), and mailed to all FINANCIAL MEMBERS. Extra copies are available from the Editor. To join the Club, send $10-00 to the Secretary-Treasurer at the address listed below.

This magazine can be produced only with the help and co-operation of all Members, in supplying to the Editor, articles on the restoration of their cars, various technical notes and other items of general interest to Members, so, participation of all Members is absolutely essential to enable the Club to maintain the high standard of the Club magazine, the 'Triangle'.

This is important now that we have included Nash and Rambler owners to be eligible for Club membership. Photos, in Black and White only, are especially required, and all material is returned on request.

Advertisements are inserted free of charge to Financial Members only. FOR SALE items must include the PRICE OF EACH ITEM, otherwise the advertisement will not be printed.

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